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Saskatchewan's
Smith Airways

Vol. 6, No. 8 August, 1964

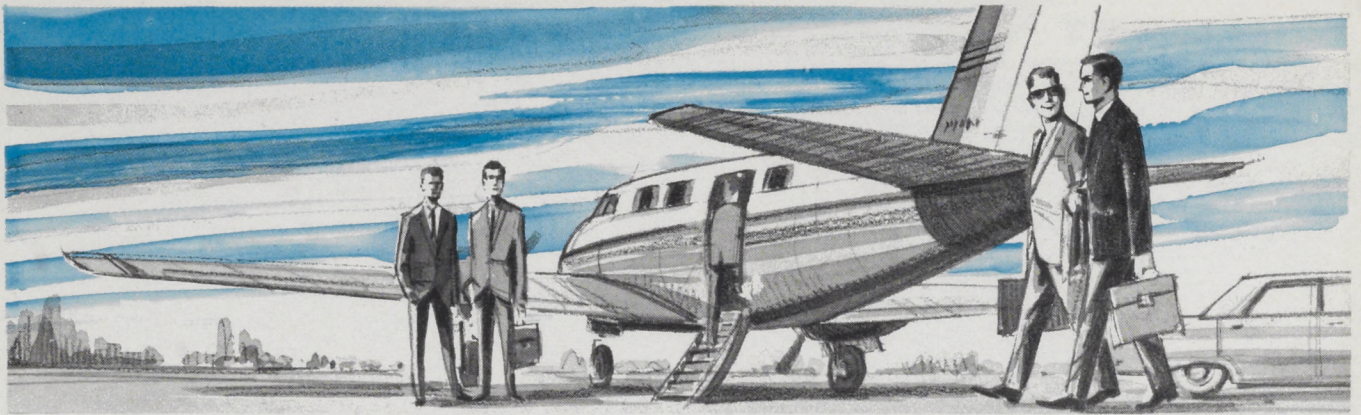
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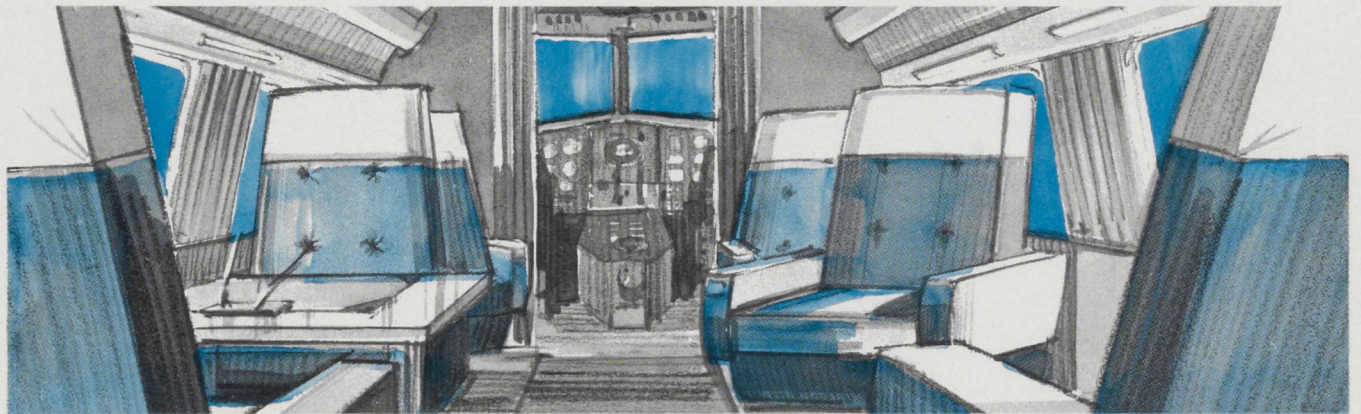




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AUGUST, 1964

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COVER PICTURE

A new role in aviation is assumed by Sharon Michaud, daughter of West Coast Air Service's Al Michaud, as she joins Air Canada as a stewardess at the company's Vancouver base. Sharon, who is well known in West Coast Aviation circles, as a pilot and as one of the attractions of her father's air service, here practises her new job under the watchful eye of asst. chief stewardess Mabel Midbo. Fellow graduates are (seated left to right) Sandra Connacher and Gina MacFarlane.

Editorial

A Good Example

Newspaper reporting of aviation matters and flying incidents suffers. Apart from the inevitable press tendency to sensationalize there is another reason — reporters and editors don't speak the language. When a reporter learns that 'so and so airline lost an engine' his readers usually come away with the impression that those things should be bolted down more firmly!

At least one Canadian reporter has taken steps to improve his own ability to assess and report aviation matters however. Peter Matthews, recently appointed aviation correspondent for Calgary's morning newspaper, the Albertan, immediately contacted the Calgary Flying Club and learned to fly.

To help defray expenses Peter wisely negotiated a publicity-for-payment deal and passed on his flight by flight experiences until solo to Albertan readers. The articles were titled, as you would expect, "Learning to Fly".

While Peter does not feel he is anywhere as familiar with the business as he intends to be, he states without hesitation that his flying knowledge already enables him to interview aviation people more intelligently and report aviation incidents more accurately without relying on the sensational.

We certainly hope that other newspapers and news media across the country will follow the Albertan's example and encourage their reporters to become knowledgeable in this important subject. And there is no better place to start than at the closest flying school — from the ground up.



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Or hear some of aviation's best speakers on subjects ranging from Insurance to Astronaut experiences ?

You don't have to travel far nor be a Canadian Business Aircraft Association Member to enjoy this biggest show of its kind ever organized in Canada.

Calgary is the place and September 17th to 19th is the Date
SEE YOU THERE !

SMITTY'S FIELD

By HARVEY PEACOCK

Photos by Ken Hyde



Peggy and Al Smith relax in the attractive Smith Field waiting room.

THE STORY OF SMITH FIELD, SWIFT CURRENT

"Smith Field, this is MJI."

"MJI, Smith Field, go ahead."

"Smith Field, MJI fifteen miles west. What is the wind and traffic?"

"MJI, Smith Field, the wind is west at 12, there is a student doing circuits in the '150, and a Comanche is reported approaching about ten miles east."

The voice I have heard in the speaker so many times would be the musical tones of Peggy, or the drawl of husband Al Smith, the owners and operators of Smith Field. This is situated 1½ miles west of the city of Swift Current, Saskatchewan, and is bounded on the south by the main line of the

C.P.R., and on the north by the Trans Canada Highway. Smith Field is about 7 miles on a heading of 245° from the Swift Current VOR, and 3 miles on a heading of 250° from the LF beacon.

Here an air traveller can get most any required service. You can get gas, biffy, transportation to town or food; inside storage, airframe or engine repairs, get a C of A, a 100 hr. check, a recover job or a major. Here you can learn to fly, get your crop sprayed for weeds, worms or hoppers, and arrange to be flown most anywhere in the Smith Apache or Cessna 180. You can even buy a new or used plane or accessory if you can scare

up the dough. Peggy looks after the comfortable waiting room and office and does the paper work. She is also treasurer of the Saskatchewan Flying Farmers while Al serves as a director. She keeps the coffee pot on mid mornings and afternoons, and everyone is welcome to drop in for some hangar flying and breeze shooting.

The 3000 ft. EW runway is lighted, the lights being on every night till midnight, and at any other time by appointment. A new blacktop apron connects runways, hangars, workshop, and office for wet weather. The main EW runway, now all-weather gravel, is soon to be paved.

Office, home, hangars and workshops at Smith Airways. Hangars can accommodate over 30 light aircraft.





The Smiths take time out from a busy schedule and chat with a visiting flyer. Peggy is a licensed pilot.

Als flying career began when he enlisted in the RCAF in 1940. They made an instructor out of him, and during the rest of the war he taught a lot of fellows to fly. At one of his postings he met a shapely brunette, Peggy. Cupid shot them plumb full of arrows and they got hitched. When the war was over the supply of pilots greatly exceeded the demand so Al started his own business. He acquired a Supercruiser, DNV, and did barnstorming, student, and charter work from the DOT field five miles east of Swift Current till he moved to the present location in 1951. Since then business has steadily expanded.

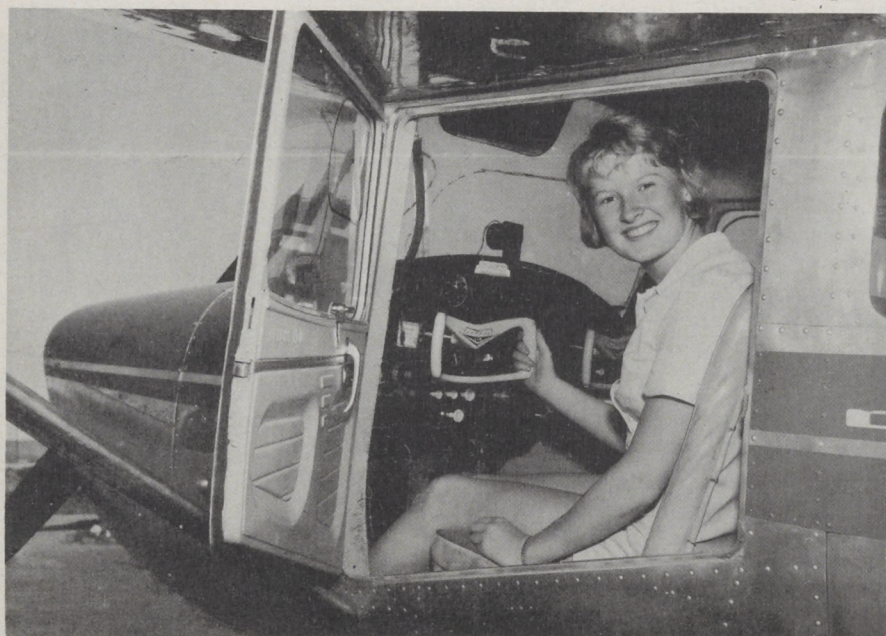
Another service that Smith provides is his fishing lodge on Puskan Lake, 80 miles north of Lac La Ronge, in the heart of Canada's wilderness. This lake is accessible only by air, or with difficulty by canoe. During the summer he keeps the '180 on floats, and fishing parties are flown in and out. The camp is well equipped and the fishing good.

One of the highlights of Smith Field is the year 1961, when the International Flying Farmers chose Al from operators all over the United States and Canada for the coveted award of Airport Operator of the Year, an award not given lightly. The events leading up to

this are a story in itself, but briefly here is how it went: I got a letter from the Wichita office saying that Al had been chosen to receive the award at the international Convention, which happened to be at Tucson, Arizona, that year. This was to be a surprise for him. I was given the job of seeing that he got down there somehow, without telling him what for. Well, it isn't too hard to get Smith to go somewhere flying. I merely said that it would be nice to go to the convention but didn't quite know how to get there as we were planeless at the time.

Al immediately suggested that we take two planes, our wives, also Leona and Cora Carlson of Craik (Leona being an Al Ward contest winner that year). I was to fly the Skyhawk MJI which he owned, and he would take the Bonanza EPG. This we agreed on, and we were joined for the trip by the Moxleys in their 170. To make a long story short, we all got there and back, Al was suitably surprised and received the award in front of the 1200 or so Flying Farmers from all over, and we were all very proud. Blanche Moxley was chosen Duchess also at this convention,

Linda Moxley, 17-year-old daughter of Ralph and Blanche Moxley of Rosetown, is one of Al's recent solo graduates. Five of the Moxley family have now learned to fly — four of these at Smith Airways.



so memorable for us Canadians. Al's Airport Operator of the Year award has been nicely framed and hangs in his office today. The sequel of the story is that I sort of got attached to the Skyhawk on the trip, and have been herding it around the sky ever since.

The many services provided by Smith Field and all the other town and small city operators of like category are such an integral part of private flying that it would be impossible for private flying to go on without them. It would simply be impractical for us to get these things done in the big city, and the cost would just put us out of the air.

If you go to Swift Current, you will most likely find Al Smith in his workshop fixing some private plane, or perhaps on a charter trip, or maybe 'wringing some student out' in the Cessna 150 they use for this work, while Peggy will be answering the phone or the Smith Field unicom (122.8), doing the many chores around the office and her neat home beside it where she and Al live with their three growing daughters. They are busy people but never too busy to stop and chat for a moment with an air traveller. Drop in and see.



Smith Field, facing east, with the city of Swift Current in the background. Main E - W runway will soon be hard surfaced.

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The Buffalo DHC-5 Aircraft shows its double-slotted flaps during STOL approach at the Debut Ceremonies held at Downsview, Ontario. The DHC-5 Buffalo STOL transport airplane is designed to provide tactical military transport support and for off-airways commercial operations. 700 spectators watched as the Buffalo DHC-5, on the demonstration flight, took off in 275 feet and landed in 250 feet.

THE CALGARY INTERNATIONAL AIR SHOW

By LYNN GARRISON
— Photos by Ken Hyde

The Calgary International Air Show on July 4th marked the culmination of months of planning. The show, in support of the Air Museum of Canada, to be located in Calgary, marked the first presentation of what will become an annual affair. Over 50,000 people took advantage of the perfect weather to view the display that included both civilian and military participants. The Honorable Paul Hellyer, Minister of National Defence, was on hand to officially open the afternoon's entertainment, having been delivered to McCall Field in a helicopter provided by Foothills Aviation thus avoiding the heavy traffic.

A fully packed program, including sky-divers, airliners, gliders, jets, jato-take offs by a C-130, ultralites, aerobatics by WW 11 aircraft, helicopters, formation aerobatics and flying displays by local aircraft dealers, was presented.

Formation aerobatics were provided by RCAF Station Moose Jaw's Harvard team the "Goldilocks". From comments heard during their flight the Harvards are every bit as popular, with the spectators, as the now extinct Golden Hawks were in past years.

F/O Bill Slaughter, the RCAF's Red Knight, put on his usual polished demonstration with the well known red T-33. Following Bill was one of the most popular aircraft of the day, the RCN Tracker supplied by VU-33 Squadron of Patricia Bay, B.C. This aircraft showed an amazing agility at high and low speeds in a sparkling ten minute flight.

Classic aircraft lovers were pleased to see such machines as the Sea Fury, Tiger Moth, P-40, Lancaster and Vampire on the ground and in the air. Bud Granley, flying Bob Warden's P-40, put on one of the smoothest precision aerobatic shows to be seen anywhere.

Highlight of the day was the Pitts Special, flown by Don Pittman of Sapulpa, Oklahoma, American Aerobatic Association Champion. This sturdy little bi-plane was put through many familiar, and some unfamiliar manoeuvres at altitudes from ground level to 1,000 feet. Don will be appearing at next year's show.

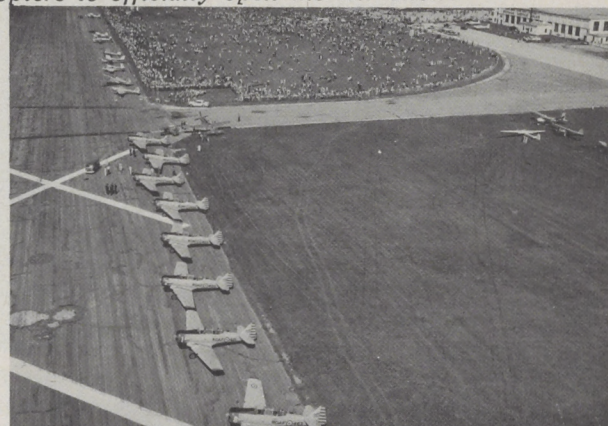
The Calgary International Air Show was ended on a fitting note as a Lancaster escorted by a P-40 and Mustang flew over the crowds. This was the last flight of a Lancaster bomber in the British Commonwealth.



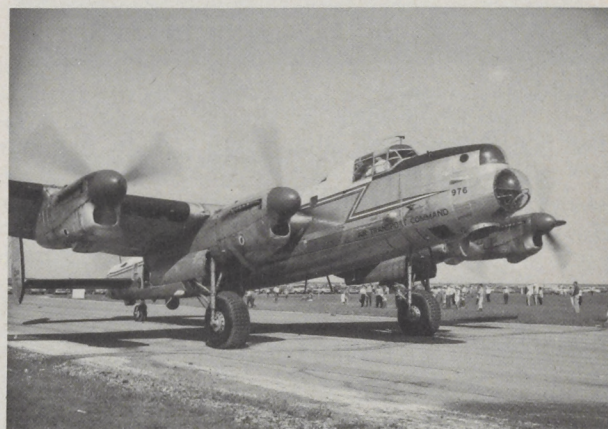
Dan Pittman of Dallas, Texas seated in front of his 'Pitts Special'.



The Honourable Paul Hellyer, Minister of National Defence, arriving in one of Foothills Aviation's helicopters to officially open the Air Show.



An aerial view of the participants and spectators at the 1st Annual Calgary International Air Show.



The Lancaster, with two World War II fighters, warming up for a demonstration flight.



A P40 Warhawk, an Aerial Reconnaissance Lancaster, and the nose of a P51 Mustang on a fly past over the field.

NEW AIRSTRIP FOR MANITOBA

By FRED CLEVERLEY

A new, 3,500-foot long grass airstrip, "Friendship Field", was officially opened at Carman, 40 miles southwest of Winnipeg, June 28.

Although the field is privately owned, it will be used as a home base for what appears to be the first Co-operative Flying Club in North America.

The strip's owner is a 25-year-old bachelor, Robert Diemert, who is Carman's only theatre projectionist. To help him get the field open, the Manitoba Flying Farmers served a free breakfast at a Fly-in which attracted more than 40 light aircraft. The Sunday opening included sky diving, light aircraft demonstrations, and a display of aerobatics furnished by Mr. Diemert in his Harvard four-place conversion.

The Flying Club, under president Harold Wood, seems to be the first venture into flying taken on a true co-op basis. The club's 23 members operate under a Co-op charter (which cost them \$28 as compared to estimates of \$150 and more to form a limited company); their aircraft is financed through Federated Co-ops and their fuel and oil is supplied from local Co-op sources. All members are part owners of the club's single Aeronca Super Chief, and there is a possibility that if the club branches out into instruction in the fall this ownership clause might preclude the necessity of a commercial registration.

According to the president — all members are co-op participants in one form or another anyway, and a Co-op flying club seemed to make sense to them. At the opening, the club members, complete with Co-op hats, operated the "follow me" jeeps to park aircraft, and transported visitors to the breakfast hangar.

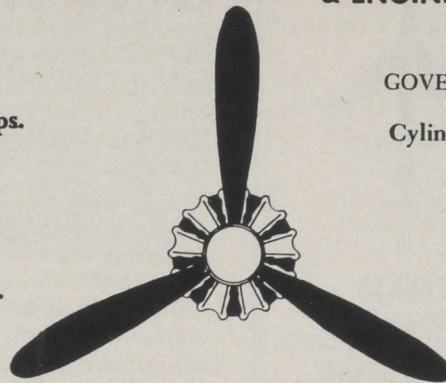
Close to 3,000 district residents turned out to see the official opening of Manitoba's newest airstrip. The strip, which is 200 feet wide, runs on a 180-360 degree course, and is located less than half a mile southwest of the town limits.

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Abbotsford Air Show,
Abbotsford Airport, B.C.
August 16th.

Canadian Busines Aircraft
Association Inc., 4th Annual
Convention—Palliser Hotel
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Sept. 17 - 19.

B.C. Aviation Council,
Annual Conference—
Harrison Hot Spring Hotel, B.C.
Sept. 18 - 20.

International Northwest
Aviation Council,
Annual Convention—Holiday
Inn & Motel, Helena, Mont.
Sept. 24 - 26.

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Oct. 4 - 6.

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The only Canadian to compete in the Pendleton, Oregon, 100 closed course stock airplane race was John Spronk of Abbotsford, B.C., chief flying instructor for Skyway Air Services.

* * *

Maurice Edward Louch has been appointed chief of the newly-created flight services division of the Department of Transport. The new division will manage D.O.T.'s fleet of 39 fixed wing aircraft and 20 helicopters. Mr. Louch, a native of St. Thomas, Ont., was regional controller of civil aviation for D.O.T. at Moncton, N.B.

Wien Alaska Airlines has acquired a Constellation 749A from KLM Royal Dutch Airlines, said president Sigurd Wien. The plane will be able to carry a larger payload and will also be able to fly the round trip to the Ice Islands from Fairbanks instead of from Point Barrow.

* * *

Aircraft specially fitted for water dropping are being made available by Saskair for forest fire suppression in northern Saskatchewan. The craft were made available to the department of natural resources on a contract basis.

* * *

Lloyd Romfo of Yukon Flying Services is in the process of taking over the ATB rights assigned to Pacific Western Airlines in Whitehorse. PWA is relinquishing the small, piston-type aircraft business and concentrating on jets and longer routes.

* * *

New films from Piper Aircraft, available to flying clubs, schools or societies at no charge, include a "Wings" series. They are Wings to Baja; Wings to Alaska; Wings for Beginners; Wings for Adventure; Wings in Production, and Wings for Industry.

* * *

Teams of airline executives in Montreal and Vancouver are drafting suggestions for the new airline policy demanded by Transport Minister Pickersgill. A cut and dried answer does not seem forthcoming in the immediate future, but even a workable, co-operative solution to problems existing between Air Canada and Canadian Pacific Airlines, Canada's two main carriers, would be welcome. However such a solution leaves practically no room for regional carriers, thus creating a further problem for Canada's air age.

Air

The number of licensed glider pilots in Canada soared to 686 during the 12 months ended March 31, 1964, Department of Transport figures show. It meant a lift of nearly 17 per cent over the 588 at the beginning of the period.

* * *

The first transcontinental flight in general aviation history which measured the operating economy of private aircraft in terms of miles-per-gallon obtainable under average conditions was conducted by Mooney Aircraft Inc. and Mobil Oil Company. Miles-per-gallon average over the 2,790 mile flight was 20.97, fuel consumption 7.02 gals. per hour and average ground speed was 147.38 miles per hour.

* * *

CF-AOD, probably the oldest registered aircraft in Canada, is an immaculate Fleet 2 Bi-Plane and it has been cruising Victoria skies lately. It was the principle exhibit in the recent open house held by Victoria Flying Club.

* * *

Chuiipka Airways of Lynn Lake, Man., although receiving opposition from operators already in the northern fields, has been granted a charter to fly regular and chartered trips via Canso Flying Boat from Lynn Lake base. The ATB felt there was a need for this service.

* * *

Tenders for repairs and rebuilding at The Pas Airport in Manitoba were called in June. The work involves reconstruction of a runway, the taxiways, aircraft parking apron, access road paving and installation of lighting facilities.

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Restrictions placed on the air strip at Hudson Hope by B.C. Hydro have been removed, mainly because of agitation by Stan Carnell, MLA. Under the restriction, pilots using the strip had to get prior permission from B.C. Hydro. Pilots wanting to use the strip do so now at their own risk.

A Mustang fighter has become a plush, purple-painted two-seater executive aircraft. The World War Two veteran is the property of Calgary pilot Ed Fleming.

Spartan Airways of Ottawa has set up base at Revelstoke airport to spend the summer on a magnetometer survey for the department of mines and technical surveys.

Victoria Flying Club members were "winged" in a recent ceremony at Patricia Bay airport. Douglas Perkins received the Page Trophy for highest marks in DOT licensing exams; Lorne Merrett won the Imperial Oil Trophy for achievement and William Paterson was given the club Booster Award.

United Air Lines Inc. of Chicago has asked the U.S. Civil Aeronautics Board to approve a new route between Montreal, Toronto and Chicago. If approved the route also would provide a one carrier service from Montreal and Toronto to points west of Chicago on United's system. Northeast Airlines Inc. of Boston has asked for permission to link Toronto with Boston, New York, Philadelphia and Washington. A second route would connect Montreal with Miami, Philadelphia, New York and Washington.



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Winnipeg Flying Club is training wives and girl-friends to be emergency co-pilots. The idea originated with Ed McGill, manager of the Brandon Flying Club, and it is to teach women how to land safely if accident or illness disables the pilot in the air.

A striking geodesic dome, which can be erected from prefabricated sections within 22 hours, will house the proposed Air Museum of Canada planned for Calgary in the next two years. Funds for the establishment of the museum, which will cost about \$200,000 were raised partly at an air show at McCall Field in early July. The Air Museum committee has already obtained seven Second World War planes for future exhibition, including Lancaster, Seafire, Sea Fury and Hawker Hurricane.

A nine acre marina, costing \$600,000 will open at Collingwood, Ont., on Labor Day. It is considered one of Canada's largest and provision to moor seaplanes offshore has been made. Esso fuel products will be marketed at the marina.

A veteran fighter and bush pilot, Mr. C. H. (Punch) Dickins, executive vice-president and director of de Havilland Aircraft of Canada Ltd., was awarded the degree of honorary Doctor of Laws at the spring convocation at the University of Western Ontario in London, Ont.

A 1929 Bellanca, the last serviceable plane of this type, was flown from the B.C. coast by G. K. Edward, veteran bush pilot and now assistant flight director for Air Canada, to its final resting place in the National Aviation Council Museum in Ottawa.

A Pheasant bi-plane, part of aviation pioneering in Saskatchewan, has been donated by the daughter of the plane's last owner, Marcus D. Cadwell, to the Saskatoon Western Development Museum.

Arrow Lakes Airways is now located at Revelstoke and is prepared for charter and sightseeing flights. The flights include views of the Rogers Pass.

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Locally all is quiet on the home front for **Alpine Helicopters Ltd.**, with all four machines and crews very busy with summer operations.

Jack Nicolson and Stan Clay are in the northern Yukon; Ted Jansen, Larry Pratt, Russ Tymrick and Keith Ostertag are very isolated in northwestern B.C. In the east, Dave Proudfoot is based, for the summer months, at Timmins, Ontario. Jack Flippo and Ken Blackwood are closest to civilization in southeastern B.C.

Having a busy summer, **Transwest Helicopters'** machines are transporting survey teams in the Arctic Islands and Northern B.C. By the end of the year Transwest hopes to expand their fleet of helicopters to include a Bell 47G-2 and 3 Hughes 269-A. Plans are already underway on the purchase of the Bell 47G-2.

Two of Bullock's fleet of seven helicopters in front of the firm's new quarters, the former RCAF drill hall at Calgary International Airport. A Bell CR-44 hoists a large metal tank aloft and the turbine powered 204B with triple lift capacity of the 47 stands by.



Helicopter mechanic (foreground) doubling as signalman, directs Hiller 12E pilot who had hovered, as fence crew attached bundle of steel posts. Extreme sling length is required to maintain rotor blade clearance when pilot hovers down to deliver posts to crew at fence line along 60° slopes. Although the helicopter is no heavier than a Volkswagen, it's powered by a 305-h.p. engine—as powerful as the largest bulldozers.



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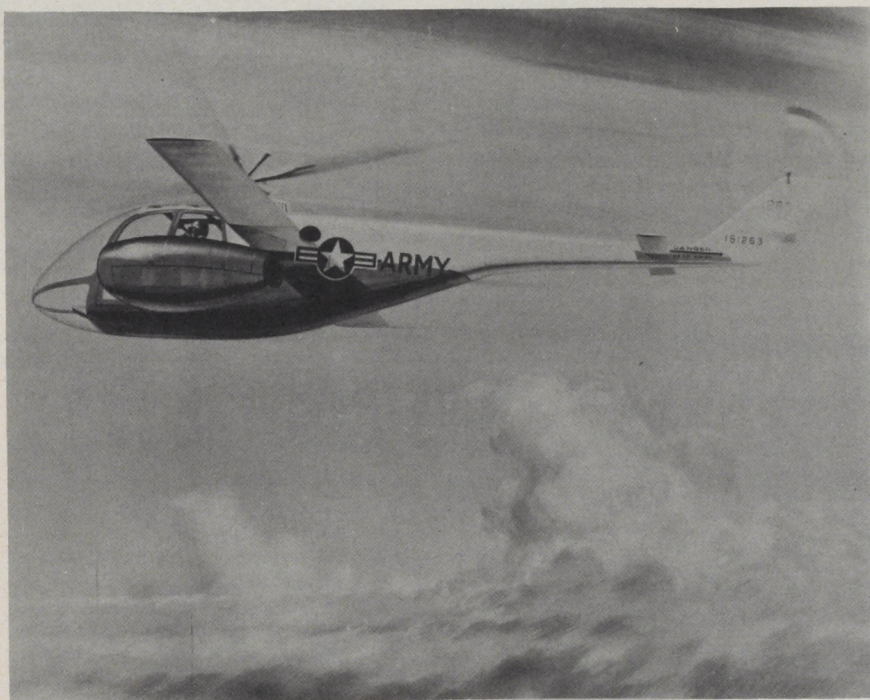
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LOCKHEED WINGED HELICOPTER

Addition of stubby wings to Lockheed's XH-51A Aerogyro and an auxiliary jet engine to supplement the Canadian PT6 gas turbine engine will enable the vehicle to perform at speeds well in excess of 200 m.p.h. The Aerogyro incorporates the company's revolutionary rigid-rotor concept. The veteran aerospace firm will evaluate new "compound helicopter" (rotor system and fixed wing, with auxiliary jet engine) as part of a research study contract for the U.S. Army. AH-51A's wings will have 14 foot 9 inch span. A Pratt & Whitney J60-P-2 turbojet engine, mounted in a

pylon pod, will supplement Aerogyro's regular Pratt & Whitney PT6 turbine engine which was designed and built at United Aircraft of Canada. Flight evaluations disclose rigid-rotor concept pioneered by Lockheed offers inherent stability with good control and simplified handling characteristics.

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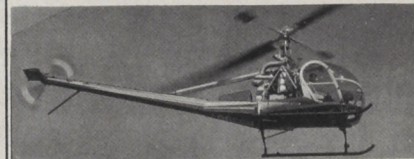
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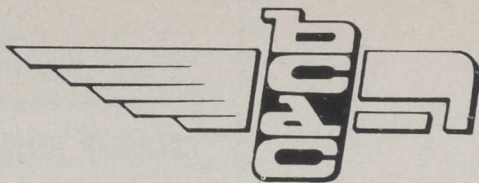
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WELCOME ABOARD

We would like to extend a welcome to the following new members:

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D. A. HOGARTH Coquitlam, B.C.

Preparations are going ahead for the Council's Annual Meeting and Conference, to be held at Harrison Hot Springs Hotel, September 18-20, and pre-Conference registration forms are now in the mail. This annual get-together is not restricted to BCAC members, any and all who are interested in aviation are most welcome. Why not make your reservation now?

NEWS FLASH

We have just been informed that at the last I.N.A.C. meeting, three of our B.C.A.C. members were elected by that body, Hec MacDonald as the Canadian Vice-President, Peter Power in his capacity of President of the B.C. Aviation Council as a Director, and Art Parry who was a Director last year, remains in that position for another term.

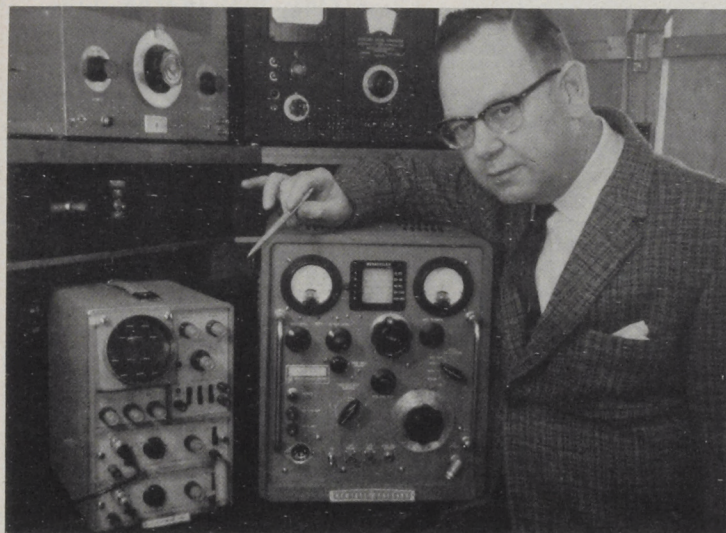
On July 3rd, a luncheon fly-in to Campbell River was made by 12 of our members in four aircraft. Short

B.C. Aviation Council Notes

work was made of a most enjoyable meal at Discovery Inn, and there was time afterwards to discuss local aviation problems before flying back to Vancouver. Plans are in hand for several such visits to a number of places throughout the Province during the present season.



In appreciation for more than 20 years of loyal support of aviation in this Province as General Manager of the British Columbia Aviation Council, an Honorary Life Membership was presented recently to S. Leslie Brice (centre), by President of the Council, P. J. G. Power. Mr. Brice retired recently from his position for reasons of ill-health. Also attending the ceremony were no less than seven Past-Presidents: E. Brett, H. Clarke, E. R. Carswell, H. B. Porteous, J. Ronald Grant, R. N. McCollum, R. Jens.



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Sky FLYING FARMERS Turrows

SASKATCHEWAN

This year the S.F.F. has appointed a tour committee to investigate tour routes for the coming year. This was done to help get home-base pilots familiar with flying over new and strange terrain.

A highlight of the spring season was the terrific fly-in at Sid Taylor's ranch. Although planes came in droves, no traffic problems were encountered as host Sid Taylor and assistant Jim Wall from Manitoba handled things well on Sid's Bonanza HIB radio. Parking was no problem either, and everyone thoroughly enjoyed themselves. Registration numbered 202, with 60 planes.

Allan Shook has received his commercial license.

Flying Farmers who have recently purchased new planes are the Kelly Dietricks of Leroy, the Ernie Klatts of Lanigan, the Kelly Oscars of Swift Current and the John Howes' of Regina.

Mr. and Mrs. Ben Shelly have moved to England for a year. Robert Evans donated six 10-minute airplane rides to 4-H members who came out tops in the Bracken-Orkney Achievement Day. The winners were thrilled at the additional prize. Bob has also remodelled his hangar.

Vince Sweatman of Kelliher, who is looking after arrangements for the Jubilee Year, 1965, has suggested that the 4-H Club make a display of transportation from 1905 to the present.

The S.F.F. special fly-in for 1964 was held in early July at Eston Pool. A flour bombing contest was the highlight, with a full round of activities from golf to square dancing planned for those attending.

A draw for a free fishing trip, donated by Russ Karels, on floats to a northern lake, will be made at the 1964 Convention. Anyone selling new memberships will receive a ticket for the draw. This is an incentive to present members to bring new members into the club.

ALBERTA

International convention delegates from A.F.F. are Margaret Ross, Herman Wahl and Joe Sekora.

The July meeting of the A.F.F. was held at the Brian Clevelands at Dalemead. Elice Sekora and Juanita Westersund have both soloed. Vice-president Manuel Schultz and his wife Gladys have left for an extended holiday in Europe.

Congratulations are extended to Bert Katterhagen, Bill Bailey and Joe Sekora, who won top honors in the different classes in the recent COPA air race.

Varno and Juanita Westersund hosted 43 flying farmers and COPA members at their home in early July. A tour of the Alberta Game Farm was held in late June.

President Joe and wife Elice Sekora spent a recent evening with Phil and Al Lucas of Vulcan.

August, 1964

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Briefs on the Industry



The Cherokee C, latest model in the four-place, low wing, all-metal Piper Cherokee series, gives more speed (to 152 mph top), more quiet, more comfort and more available instrumentation. A new exhaust system is placed forward of the engine, and extended prop shafts, new fibreglas cowling and a more efficient "cross-over" exhaust system add to top speed and cruise, boost, take-off and climb performance.

MONTREAL, QUE. — Demonstrated at Montreal International Airport earlier this summer by Lockheed of Marietta, Ga., was the Hercules prop-jet, a cargo-carrying aircraft with a new 463L mechanized loading system developed by the U.S. Air Force. Lockheed is producing a companion to the Hercules, the fanjet C-141 StarLifter for military and commercial use.

WINNIPEG, MAN. — Mr. Donald J. Cruickshank has joined the Winnipeg division of Bristol Aero-Industries as technical representative. A native of Edinburgh, Mr. Cruickshank was commissioned a lieutenant in the Royal Navy in 1955.

TORONTO, ONT. — The first six months of 1964 were the best in Pan American Airways 37 year history, topping the record levels of the same months in 1963 by 16 per cent in passenger traffic and 20 per cent in cargo traffic, sales manager George D. La Roche, Jr., announced.

WINNIPEG, MAN. — A Field Aviation Canso water bomber owned by Northland Airlines Ltd. of Winnipeg and operating under contract for the Manitoba department of mines and natural resources, set a new record for the number of water drops made in any one day by an aircraft of this type. Working on a 9,000 acre fire at Moak Lake in the Thompson area, the plane, flown by Captain Howard Hawley, dropped 117 water loads for a total of 93,600 Imperial gallons. In two days the plane accomplished 203 drops or 162,400 Imperial gallons.

CALGARY, ALTA. — Field Aviation Company Ltd. has made available at its offices in Calgary and at Malton Airport in Toronto a comprehensive, compact booklet supplying answers to the 19 questions most frequently asked about business flying. The booklet gives complete details on costs of business aircraft, financing, time-saving factors, leasing, size of plane, weather, qualifications for fliers and insurance.

CALGARY, ALTA. — Two Canadian Pacific Airlines employees who lost their jobs when the Lincoln Park repair depot closed have opened their own business, Custom Fabric Craftsmen Ltd. Sam Feldman and Al Beaumont, partners in the venture, are both RCAF veterans with a total of 35 years in aviation between them. Presently the firm specializes in maintenance of parachute and oxygen equipment, but hopes to branch out into the pleasure boating and camping fields.

MONTREAL, QUE. — Lockheed-Georgia Company, Marietta, opened a procurement office in Canada in early July. President W. A. Pulver said this would broaden sources of supply and give maximum support to the U.S.-Canada production sharing agreement. Jarry Hydraulics Ltd. of Montreal is a major supplier in the U.S. firm's C-141 StarLifter program.

ST. JOHNS, QUE. — A four place, all metal low-wing aircraft described by its manufacturer as the 'newest and sleekest contender for the major light aircraft market in Canada' is being manufactured by Aircraft Industries, Box 512, St. Johns, Que. Designated the Cheetah, the 175 MPH airplane is expected to be test flown in mid August.



2nd ANNUAL COPA STAMPEDE AIR RACE



Maj.-Gen. J. D. Caldara USAF (RET.) president of Flight Safety Foundation Inc., the main speaker at the COPA Stampede Air Race awards banquet, talks on the capabilities of persons and pilots in regard to flying safety.



Gordon Anderson, Gateway Aviation Calgary, presents B. Katterhagen with Gateway Aviation's trophy for under 250 miles with fixed gear.



Maj.-Gen. Caldara presents Alberta Flying Farmer President, Joe Sekora, with the Trans Aircraft trophy for over 250 miles with fixed gear.



Harvey Wilson, Field Aviation Calgary, presents Dr. Paul Dee of Rockford, Ill., the Field Aviation trophy for over 250 miles with retractable gear.

B. Bailey received the Calgary Exhibition and Stampede Board's trophy for under 250 miles with retractable gear.

Milt Harradence of Calgary received the Moore Aviation unrestricted award for the most unusual flight with his entry of a Vampire.



Dr. Paul Dee receives the Imperial Oil Grand Award trophy for best overall performance from Mr. G. Miles of Imperial Oil.



Dr. Dee, before leaving for home, gives Mr. W. Watts, Calgary Airport Manager, the overall performance trophy to be put with the other COPA Air Race trophies in the Airport Showcase.*

*All trophies presented to the winners are on display at Calgary International Airport, at the south end of the Terminal Building. The winner's name and date of presentation are engraved upon them and the winners retain a smaller 'keeper' trophy.

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Turbulent CF-REW took two honours for builder Bill Wiswell at the well attended Cooking Lake Fly-in on May 31st of this year. He was awarded the Experimental Aircraft Association (Edmonton Chapter) Best Amateur Built Aircraft Award and Labatt Brewery's Top Single Place Home-Built Award.

CALGARY ULTRA-LIGHT CORNER

TURBULENT CF-REW by W. J. WISWELL

The Turbulent first came into being in France, thanks to one Roger Druine, who was the designer of this truly delightful aircraft. Its immediate success in France by homebuilders of that country gave rise to interest in other lands, notably England, where the Popular Flying Association introduced the Turbulent to the build-it-yourself fans and not too long after this, it was evident the Turbulent was under construction in almost every part of the globe. Today, the Turbulent is available as a factory built licensed aircraft, one builder being Rollason Aircraft in England. Their factory produced Turbulent is powered by an Ardem Engine (modified Volkswagen) of 30 to 40 h.p. (approximate price of the Aircraft \$2,700.00 F.A.F.). The Turbulent is a proven design and along with similar designs, (e.g. Jodel and the Topsy Nipper) is one of the smallest, simplest and cheapest light Aircraft to be constructed and used for sport flying. Construction of the fuselage, and empennage is Sitka spruce and plywood, covered with Grade A fabric. The same materials are also used in the construction of the wing. Very little maintenance other than normal cleaning is required with this type of construction. Metal fittings used are simple and are of 4130 aircraft steel plate for the most part. Construction time for CF-REW was not recorded, however, just a little over a year was required to have Turbulent number two in the air. A few features make REW a little different from most Turbulents. One is the installation of a Continental A40-5 engine in place of the usual Volks-

wagen. The A-40 provides the extra zip required for operating conditions in this area. I found the propeller recommended by the manufacturer of the A40 (69x26) is not too suitable for this particular aircraft and have therefore installed a Carlson Propeller of 65" diameter by 32 pitch — this just about fills the bill but I intend to try other sizes to see how they will affect the performance. The cowl-ing, it will be noted, is another departure from the conventional Turbulent cowl in that the engine is completely enclosed. The cowl is of fibreglass and took the better part of two months to form up, this being accomplished by a plaster of paris mold over the engine, then applying the fibrecloth and resin until the desired thickness was obtained. The end result is a more pleasing, durable cowl and has increased the performance of the Aircraft. Eight coats of clear, seven silver, and 14 coats of Steerman Red dope were applied to the aircraft, sanding the last 3 coats and then the final coat being done with fine rubbing compound. It was a lot of hard work but worth the effort as the appearance and performance have been rewarding.

Open copit flying is great, but there comes a time in our climate when it is necessary to be enclosed and this is usually in the evenings and to be sure during the winter months. The first canopy fitted to REW was fairly large and somewhat overweight, it was therefore decided to scrap it and go for a bubble type canopy. This has resulted in less weight, smaller frontal area and better all around visibility and last but not least in my opinion a better appearance. By removing four bolts, the canopy can be taken off for open copit flying.

August 8, 1962 marked CF-REW's first flight. Take-off in still air is accomplished in approximately 600 feet breaking ground at about 50 mph. There is no swing on take-off and it pays to get the tail up fast to let the speed rise to 40-50 mph before letting the wheels float gently away from the ground. Rudder and elevators are effective as soon as the throttle is opened and the ailerons are effective very quickly giving the feel of full control long before the aircraft is ready to fly. This feeling of full control can be deceptive and can prove embarrassing as leaving the ground too soon usually means the tail wheel bounces a few times and you end up with an untidy, prolonged take-off.

Flying the Turbulent is a constant source of enjoyment, controls are light and effective at all speeds and the experience is just as exciting every time it is flown. The low speed characteristics of REW are effected by the Turbulent's built-in slots. Aileron control is nice and the slots do a real job right on through the stall as it is almost impossible (except by extreme measures) to reduce speed to a point where rudder and elevators are no longer effective. The result is, all controls remain operative long past the stall and the aircraft can be held stalled in a more or less level attitude but sinking extremely fast. REW's stall is just on the 40 mph mark with warning of the stall by slight buffeting around the stabilizer. Spins have to be forced and recovery is immediate when pressure is relieved.

At the present time, level flight speed in still air is 95 mph indicated, at 2250 rpm. I would like to compare this indicated airspeed with that of other aircraft by flying side by side, however, at this writing this has not been done. I have found that landing REW is normal in all respects if one remembers to keep up airspeed and to be aware that once the throttle is closed the sinking speed is (75-80 indicated) 900 F.P.M. Maintaining 75-80 on final until over the hedge seems about right and no effort is required to place the Turbulent on the button every time. Wheel landings are easy, and in fact more convenient for windy conditions with control of rudder effective throughout rollout. It is most essential to have this control as REW is not equipped with brakes, however, these have not been missed as the ground handling is accomplished quite normally without brakes.

At this writing, several pilots have flown REW and all agree that the Turbulent is a true sport plane in all respects and once having flown it all look forward to the next meeting with a Turbulent.

"SPECIFICATIONS OF CF-REW TURBULENT"

Single Place
Empty weight — 483
Gross weight — 800
Wing Span 21' 6"
Power — Continental A40-5
Fuel Capacity — 7.5 gals.

FLIGHT CHARACTERISTICS

Cruise 95 @ 2250 rpm still air
Stall — 40 mph
Takeoff distance — 600 feet
Landing speed 55 - 60.

The Northwest Leg

By VIC TURNER

That place that puts on the best air show and has the lowest number of pilots per population is the home of Piper Pacer CF-HYB just purchased by Prairie Flyers of Grande Prairie.

☆ ☆ ☆

Silver Wings reported things a bit slow so they took time out to participate in the Fairview Fly-in. Wally Wakeham is busy rejuvenating and painting Art Gordon's Aeronca Sedan CF-OGP. Walt Lawrence has been busy preparing PA18 tail surfaces for Cantlin and Parker's PA14 CF-KBT based at Fort Nelson. In fact things in the maintenance business in Dawson Creek are peachy keen.

☆ ☆ ☆

Milwhite Mud are the proud owners of a brand new Skylane (Cessna 182) flown by Jack Cambridge and it was a pleasure to look it over in Fort St. John Aviation's hangar. Hill Aviation have successfully completed a drilling rig supply that involved several trips per day for several weeks. This was a rain or shine operation into a rough bush strip and is a job well done. Air Executive Services Ltd., have changed their name to Airexec Services Ltd. Evan Donn has had several trips to points North.

☆ ☆ ☆

The Fort Nelson Flying Club have sold their J3 to John Sprecher of Hudson Hope. Fort Nelson runway 02/20 is closed for rebuilding and we have some very bad news for you chaps flying aircraft grossing 50,000 pounds and up; runway 07/25 is closed to you too.

☆ ☆ ☆

Walt Foresburg has BC-Yukon Air Services' Beaver down from Watson Lake to give Jim Burroughs a hand preparing his hunting and fishing lodge. We hear that externally lashed punts really slow a plane down.

☆ ☆ ☆

At Whitehorse Lloyd Romfo is contemplating selling the flying school section of his operation. News from further up the leg is very sketchy as at the time of this writing Mayo and Dawson City are on flood alert.

☆ ☆ ☆

Bill Hubbard has bought John Muzzy's Taylor Cub, yes Taylor Cub, CF-JLH and it is now based at Hudson Hope along with Looey Dubuc's Taylorcraft and Earl Lefebvre's PA12.

☆ ☆ ☆

Speaking of Hudson Hope reminds us that it's like a trip to an outer planet to see the work going on at the Peace River Power Project. The first view you fly up to is a small bald mountain. It wasn't bald a short time ago as bulldozers have just completed pushing all the overburden off of it. It won't be a mountain much longer either as there is a conveyor belt built up to it now and they are going to run the mountain down the belt and build a dam with the aggregate. It seems that once upon a time a glacier ran down and deposited all this moraine about 3 miles from the site of

the dam itself and this moraine is full of dam building goodies like several sizes of sedimentary rock and gravel. Anyway at this writing there it sits waiting to be hauled away. If you are flying a Super Cub upwind you can realize the length of the conveyor as it takes several minutes to fly down it. Watch you don't get lost as it goes into a tunnel at one spot. When you get to the lower end of the belt it looks like a moon station for it is fed into a building that radiates arms hundreds of feet long and a hundred feet high. This is where they sort the wheat from the chaff as it were and get the right type of aggregate from the moraine for the particular section of the dam they are building. You almost expect the centre of this thing to fire a rocket at you any minute.

Just to the West is a trailer town, row upon row of prefab buildings that were transported in on six tandem wheels. The camp on the far side of the river that was a hive of activity when the diversion tunnels were being built is now desolate and abandoned and only one building remains. But on the bare river floor work is going on like it was going out of style. Those hard workers on the dam bottom may not know it but the river is at flood stage and the coffer dam looks pretty shaky from the air even tho' they did add 15 extra feet to it. Besides, the diversion tunnels are full to the top and the water depresses down just in front of the mouth of each of the 3 tunnels and is sucked through rather than flowing in a gentle trickle like last fall. Another rise in the river and they won't be able to handle it and the coffer dam will get too much pressure and the whole kit and kaboodle will end up in the Arctic Ocean. You should see the water shoot out of the other end of those tunnels and of course the best way to see it is from the air. Three tremendous cascades of seething spray and rolling foam as 300,000 cubic feet of water per second rage through the tunnels. For you poor guys not lucky enough to fly there is a tea house strategically located so that you can see the whole panorama and it is even worth travelling by automobile to see. They also have powerful binoculars so bring a dime as some of the sights you see are astounding (tourists). Please don't think you can get the binoculars for a dime as they are pretty well cemented down.

When you fly down the canyon from the dam site to the town of Hudson Hope the swirling river hemmed in by the towering rock walls is very impressive. The lack of forced landing areas is readily apparent by the whiteness of your knuckles as you grip the control column.

As you fly upstream the valley widens and a mile from the river the new highway outlines the reservoir that will fill when the dam is completed. It makes one a bit sad to realize that the homes of some of the famous pioneers will be inundated when the huge lake is formed. It also amazes one to see the International Power and Engineering Consultants (IPEC) camp being enlarged half way up Bullhead Mountain and realize that it will be at the edge of water some day.

Guys and Dolls it is all very interesting and awe inspiring indeed so be sure to put this on your list of travels this summer when this tremendous effort will be at its most interesting stage.

☆ ☆ ☆

Having gradually pulled back on the stick while staring at the ground in a steep turn we will climb down from this lonesome pine and see you next month on the Northwest Leg.



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1958 Cessna 310B—LE 650 RE 500 SMOH. Aux. fuel tanks, Prop de icing, quick removable seats for cargo conversion, KY-50 VHF Com., King VHF Nav receiver with ILS & Omni, ARC Omni & ILS, Sapphire standby VHF, 3 light marker beacon receiver, Lear ADF-12, many extras including double ambulance installation \$35,000

Riley Twin Navion—170 h.p. Lycoming engines with 312 hrs. SMOH, 1000 hrs. on airframe, never damaged. Narco Mark II, Lear ADF-12D, Mitchell Auto Pilot, Tip tanks, Horton & Horton interior \$16,500

Riley Twin Navion—150 h.p. Lycoming engines with "0" hrs. SMOH, "0" since overhaul on both propellers, new tires, new paint, Lear LVTR 36 VHF, Lear ADF-12, Narco Omnigator, Horton & Horton interior \$16,500

1963 Aztec "B" Super Custom—Autoflight, 175 hrs. T.T. since new, Mark 12 (360 channel) Transceiver with VOA4 Xtal Controlled Omni, 2nd Mark 12 (90 channel) Transceiver with VOA4 Omni, ADF T-12, Immaculate Powder Blue with Dark Blue trim \$58,500

Douglas DC3C/C47B—Several to choose from, all with low total time and "0" since 8,000 hr. airframe inspection and overhaul; all control surfaces newly overhauled and covered with 'Ceconite', zero time Pratt & Whitney R1830-92 engines, zero time propellers and accessories, Overhauled heavy duty undercarriages, Wing attachment Angle & Doubler replacement carried out (AD63-4-1), Serviceable Auto Pilot and instruments, Cargo Configuration. Full particulars of individual aircraft on request \$65,000

1948 Aeronca Sedan—"0" hrs. SMOH, new C of A, primary panel, LF radio. Color Blue and Yellow \$4,795

1946 Aeronca Chief—C of A to Feb. 1965, 1230 hrs. total time, under 500 hrs. since new engine. Color Red and Cream .. \$2,650

Beechcraft D17S Staggerwing—1650 hours total time, 260 hrs. SMOH on 450 h.p. Pratt & Whitney engine, HF transceiver and LF receiver, Nova Star VHF transceiver with Omni, all AD's complied with \$5,750

1959 Champion 7GC Skytrac—C of A to June 1965, full gyro panel, Lear LTRA-6 radio with Omnimeter, 360 hours total time since new, immaculate \$5,750

1961 Champion 7FC Tri-Traveller—500 hrs. total time since new, full gyro panel, Lear LTRA-6 radio, speed farings, beautiful condition \$6,350

1950 Cessna 195A—New C of A, "0" SMOH on 275 h.p. Jacobs engine and Hamilton Standard c/s prop, Sunair remote 5 channel HF, Lear ADF 12E, Narco VC12 VHF, Float fittings, flares, Southwind heater, stall warning \$6,750

1947 Cessna 140—710 hours total time, 190 hrs. SMOH on 85 h.p. Continental, primary panel, radio, metal prop, wheel extensions, Federal A1500 skis \$3,895

1959 Cessna 175—75 hrs. SMOH, primary panel plus R of C, Narco Superhomer, like new condition \$8,995

Howard Jobmaster—Two available on 6470 Edo floats and skis, both with low time since conversion, full gyro panels and good radios. Full details on request.

Harvard Mark IV—300 hours SMOH airframe and engine, full panels both seats, ARN7 ADF and 10 channel VHF transceiver. Excellent shape \$4,500

Norseman Mark V—800 hours since airframe major, 300 SMOH on engine, full gyro panel, Northern N414-FR HF transceiver, Narco Mark V VHF, Lear ADF 12-E, 7170 floats, Federal hydraulic wheel skis, 200 gallon fuel \$18,750

Norseman Mark V—300 hours SMOH, full gyro panel, Northern N414-FR HF transceiver, Narco Mark V VHF, Lear ADF 12-E Edo 7170 floats, Federal hydraulic wheel skis, 200 gallons fuel, excellent condition \$18,000

1947 Stinson 108-3—All metal, 75 hours SMOH on 190 h.p. Lycoming and Hartzell controllable prop, primary panel, Narco Superhomer, Federal A3500A skis, excellent Edo 2870 floats, recent C of A. \$8,500

1948 Stinson 108-3—300 hours SMOH on 165 Franklin and airframe recover, full gyro panel, radio \$4,400

Beechcraft C45H—Several to choose from; all with low T.T. and "0" time since 1000 hr. inspection, new batteries, new tires, all control surfaces overhauled and recovered with 'Ceconite'; engines mostly time expired but serviceable \$6,500

Beechcraft A55 Baron—Approximately 400 hrs. T.T. on airframe and engines since brand new, Full gyro panel with alternate source, Gyrosyn Compass, Two 360 Channel VHF transceivers, Dual Vor and ILS; DME, ADF, 3 lite MB, Ground speed indicator, Orbit Holt, L-2 three axis Auto Pilot, long range tanks, Instrument post lighting, Super sound proofed, Oxygen consol. Rotating Beacon, 5 place interior. Prop de-icing, Ground service plug, Nose taxi light, Janitor heater, Prop unfeathering accumulators. An exceptionally well equipped Baron.

Beechcraft D17S Staggerwing—King KX 150 Nav/Com, ADF T12-B, Full gyro panel, 1380 hrs. T.T. and 300 hrs. SMOH on 450 h.p. Pratt & Whitney engine, Rotating Beacon, 104 Imperial gallons fuel — \$7,700

1954 Cessna 180—1200 hrs. T.T. since new, 90 hrs. SMOH on engine, 30 hrs. since new propeller, Lear T-30 HF transceiver, Lear RT10-E VHF transmitter, Lear ADF-12, Good Edo 2425 floats, Federal A 3500 skis — \$12,750

1960 Cessna 180 — 350 hrs. SMOH engine and airframe, 5 channel Sunair HF, VHF transceiver, Lear ADF 12-E, full gyro panel, Float fittings, Federal AWB 2500 wheel skis with LDR bottoms \$14,750

1950 Cessna 190—80 hrs. SMOH, Lear LTR 5 and GE LF Radios, Full gyro panel, Gasoline heater, AD 63-20-2 complied with \$5,995

1962 Mooney Mark 21—Approximately 500 hrs. T.T. since new and 50 hrs. since chrome cylinder top overhaul, Narco Mark II and ADF-29 Radios, Immaculate condition \$16,995

Miscellaneous—1 set Federal Air Glide C3000 skis, 1 set Fli-Lite skis for 180, 1 set Edo 3430 floats with Cessna 195 gear, 1 overhauled and certified right wing for DHC-2 Beaver, 1 set excellent Edo 2870 floats.

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150 H.P. Bellanca Cruisair—1200 hrs. total 700 hrs. SMOH, very clean inside and out. New heater muffs and tires, Omnigator and piper autonav with cabin speaker and earphones. Full Gyro panel, smart blue and white paint job, 130 m.p.h. cruise on 7 gal./hr. for very economical 4 place operation. —\$5,500

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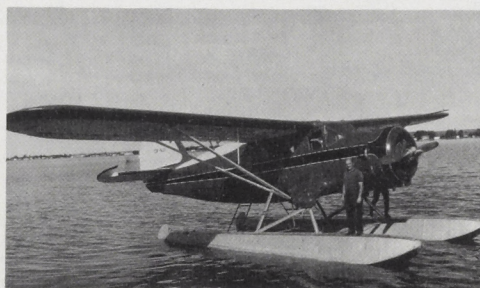
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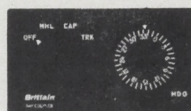


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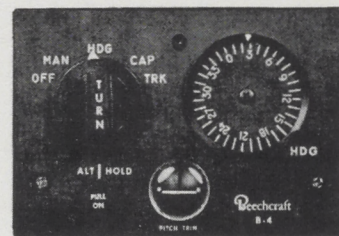


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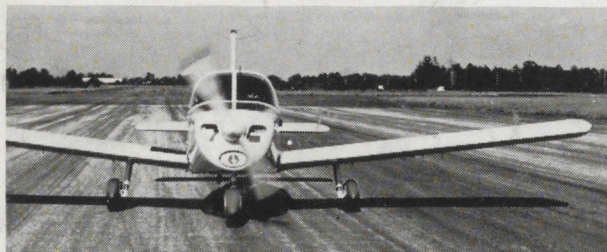


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